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SUPPLEMENT TO  
REPORT NO.

1. There was an airfield about 1.5 km south of the Air Force Ministry in Kiev (Kiev) (50°27'N/30°32'E). View of the western part of the field was blocked. No buildings were seen on its eastern part. (1)
2. The field was occupied by twin-engine Douglas transports with cabin windows. The planes, which were observed only individually, were probably used as courier and transport aircraft. (2) At least 50 four-engine planes were also seen. Up to 30 such planes were aloft at the same time. Both four-engine commercial planes and bombers were seen, the bombers being seen especially frequently after March 1950. The craft was a low-wing monoplane with two engines, presumably radial engines, in each wing. The comparatively narrow and straight wings, which were without sweep-back or dihedral, were mounted in the middle of the fuselage. The craft had a strikingly high rudder assembly and a retractable landing gear. The fuselage appeared long and slim. The bombers had a plexiglass nose and a plexiglass tail turret projecting about 0.5 meter beyond the trailing edge of the wing, equipped with one or two guns. Two plexiglass gun positions fitted with two cannons each were seen on the fuselage, one of them being three to four meters forward of the leading edge of the rudder assembly. Two machine guns or cannons projected from the nose. (3) About 100 twin-jet fighters were parked at the eastern edge of the field. These planes were observed from the summer of 1948 to April 1950. The craft had a one-man crew; one power plant was mounted in the middle of each wing, projecting about one meter beyond the leading and trailing edges of the wings. The power plants were about 3.5 meters long. The nose of the craft was pointed, but the fuselage as a whole was plump, and did not look cigar-shaped from the ground. At the wing root the fuselage bulged out on both sides. The wings were in slight dihedral and had a pronounced taper. One third of the fuselage was forward of the wings. The rudder assembly was incorporated in the rear of the fuselage and its upper edge was rounded off. The elevator assembly was fitted in the center of the fuselage below the rudder assembly and had rounded off tips. The strikingly flat pilot's cockpit fairing into the fuselage was mounted above the middle of the wings. The plane was fitted with a nose wheel but its landing gear had no tail wheel. Aircraft armament was not seen. (4)

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3. The four-engine planes and the jet fighters practiced formation flying, with up to 25 four-engine planes and nine jet fighters being seen together. Air fighting between the two types of planes was also seen. The four-engine planes also made cross-country flights, both individually and in formation. They usually took off at 7 a.m. for these flights, returning in the late evening. It took one bomber formation about 75 minutes to land in bad weather or at night. Night flights of the four-engine planes were also noted.
4. After 7 November 1949 combined training exercises with four-engine planes and searchlight units were observed nightly, except when the ceiling was very low. From 100 to 150 searchlights forming one cone of light over the town participated in these exercises. The town would be approached by the aircraft from different directions and the planes were then searched out by the searchlights surrounding the town. The aircraft dropped parachute flares which, after burning for 5 to 7 minutes, went out while still at a high altitude.
5. From flying observed it was believed that there was a second airfield about 1 km west of the center of the town. Biplanes circling the field and individual parachute jumps, particularly during afternoons and evenings, were observed. (6)

Comments.

- (1) The Kiev-Post Volynskii airfield is concerned. The so-called Air Force Ministry, presumably an air force technical school, was reported previously.
- (2) These planes were commercial aircraft. The use of the field by both civilian and military planes was known previously.
- (3) The descriptive data indicated a TU-4 plane.
- (4) It is believed that a type-3 plane is concerned, although the elevator assembly of this type is set higher, relative to the fuselage, than stated by source.

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